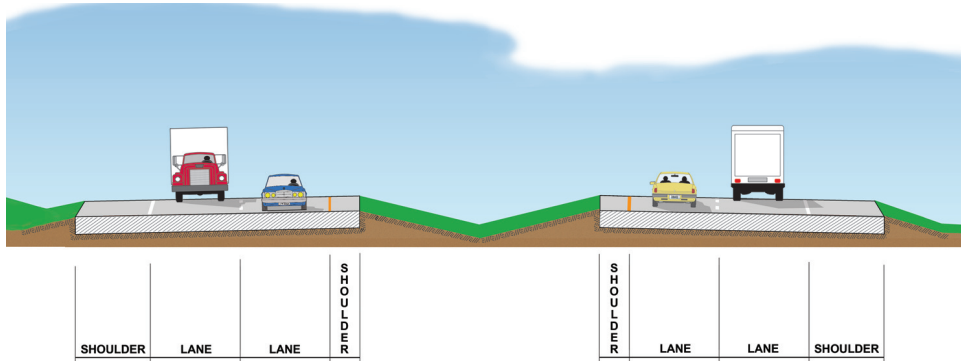




SR 704 Cross-Base Highway Project



Proposed Cross-Base Highway

Project Finance

This project is in the early stages of design. In a 2002 study, the project cost was estimated as \$180 million. As the design progressed, a recent cost study estimated the project would cost \$289 million (based on a 2006 dollar) due to changes in commodity prices. This project is funded through the following fund sources:

2005 Transportation Tax Package – \$15,000,000

2003 “Nickel” Funding Package – \$15,000,000

Other Agency Funds – \$12,905,600

High Priority - SAFETEA-LU (\$6,120,000)

Public Lands Highways - FFY 1992 (\$684,708)

STP - Urban Areas less than 200,000 Population (\$2,500,000)

Interstate Discretionary (\$2,125,000)

Highway Demonstration (\$1,475,892)

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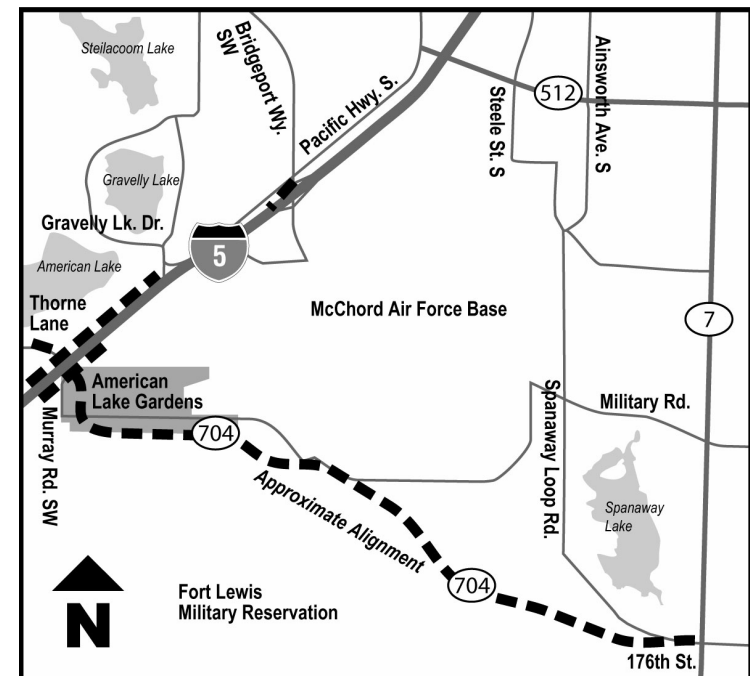
www.wsdot.wa.gov/Projects/SR704/CrossBase/

What is the Cross-Base Highway?

The Cross-Base Highway will be a new six-mile, four-lane limited access highway with additional turn lanes at roadway intersections. The highway will supply a necessary link in the regional transportation system: a direct east-west highway that will connect I-5 and State Route (SR) 7 in Pierce County. The new highway also provides an additional entrance to the Fort Lewis and McChord military bases.

Highlights

- Access along the route will be at three signalized intersections (two in American Lake Gardens and one at Spanaway Loop Road South extension) and a new interchange, which will provide access to McChord Air Force Base and Fort Lewis and reduce base-bound backups on I-5.
- The project includes reconstruction of the I-5 Thorne Lane Interchange and the development of a connecting road along southbound I-5 from Gravelly Lake Drive to Thorne Lane.
- Designs will accommodate expansion of the route to six lanes.



Project Development Timeline

Environmental Study Phase (1990s – 2004)

The study phase considered multiple locations for the highway, both for benefits and impacts, as the Environmental Impact Statement (EIS) progressed from draft to its final version in 2003.

During this phase, the “South A Alignment” was selected as the roadway location to move forward into design (see map on back).

May 1998 – Draft EIS
June 2002 – Supplemental Draft EIS
September 2003 – Final EIS (alignment selected)
August 2004 – Record of Decision

Design Phase (Now Underway)

Engineers are basing preliminary designs on the roadway location determined in the EIS Phase.

Environmental commitments identified in the Record of Decision will be fulfilled as mitigation plans are developed and permits are obtained.

Contract Plans, Specifications, and Cost Estimate are being developed.

Right of way acquisition and relocation assistance will occur later in this phase.*

*May require additional funding.

Construction Phase

The Transportation Partnership funding provided \$10.8 million for construction of the project from Spanaway Loop Road to SR 7 (Pacific Avenue). The construction phase of the project is expected to start in 2008.

Frequently Asked Questions

Where will there be noise barriers?

Noise abatement barriers will be provided at four locations. Two barriers, one on each side of the new highway, will be provided through American Lake Gardens, north of 150th Street SW. A noise barrier will be provided on the north side of the new highway adjacent to American Lake Gardens, where it parallels Lakewood’s boundary. A noise barrier will also be provided on the north side of the project’s eastern end between Spanaway Loop Extension and SR 7. The height and exact locations of the barrier will be determined after completion of final roadway design.

How will emergency services access American Lake Gardens once the highway is built?

If traveling from Lakewood or Tacoma, emergency service providers will exit I-5 at the Cross-Base Highway interchange and enter American Lake Gardens at the signalized intersections of 150th Street SW or Woodbrook Road. Multiple lanes, eight-foot shoulders, and adequate turn lanes will ensure access to American Lake Gardens.

Why will 146th Street SW not intersect the Cross-Base Highway?

Designing roadways to work well in developed urban settings requires compromise. Considering the number and locations of connector roadways is a crucial element in first-rate traffic operations. Controlling and limiting the number of access points along highways is a cost-effective way to help maintain the safety, capacity, and functional integrity of these public investments. In the case of 146th Street, this roadway would intersect the new Cross-Base highway too close to the intended signalized intersection with the I-5 freeway ramps at Thorne Lane.

Additionally, the new SR 704 (Thorne Lane) bridge over I-5 will be higher in elevation than the existing Thorne Lane bridge in order to completely span over the top of the railroad tracks running parallel to I-5. This new roadway

elevation will drop as the route transitions away from the freeway toward the 146th Street locale, however, the new profile would likely not match well with 146th Street. Access to 146th Street from the highway will be via the intersection with 150th Street. All things considered, the proposed connector at 150th Street will function much better than providing an additional connection at 146th Street.

Does WSDOT have future plans for 150th Street SW and Perimeter Road?

When the Cross-Base Highway opens to traffic, 150th Street will become a cul-de-sac at the Lakewood city limits. McChord Air Force Base intends to close Perimeter Road to traffic.

What is the zoning in the vicinity of the Cross-Base Highway?

Within American Lake Gardens, the City of Lakewood has zoned between Spring Street and Woodbrook as Industrial Business Park. The majority of the rest of American Lake Gardens is residential or multi-family. On the east end of the project, the area north of 176th Street is zoned by Pierce County as residential and community center.

How does the Cross-Base Highway fit into the Pierce County Comprehensive Plan?

The Pierce County Comprehensive Plan identifies Fredrickson and Lakewood Industrial Park as targeted employment centers. The Cross-Base Highway would provide the necessary link in the regional transportation system by connecting existing and future residential areas in mid-Pierce County and north Thurston County with two of the largest planned employment sites in Pierce County—Frederickson and DuPont. The proposed roadway would reduce projected traffic volumes and congestion, particularly during peak periods on existing roadways such as SR 7, SR 512, SR 507, and Spanaway Loop Road South. In 2002, the planned highway was designated SR 704

and “a route of regional significance” by the Washington State Legislature. In 2004, the Washington State Legislature designated SR 704 as a “highway of statewide significance.”

How and where will pedestrians and bicycles be accommodated?

Throughout the majority of the corridor, bicycles will be allowed to use the eight- or 10-foot shoulders. Pedestrians will be accommodated with a sidewalk through the interchange of I-5 down to the 150th Street highway crossing. At the intersection with SR 7 (Pacific Avenue) sidewalks and islands will be placed where appropriate to match up with existing facilities.

How will Fort Lewis and McChord be accessed from the new highway?

A new interchange will be built in the middle of the new highway to access Fort Lewis and McChord. McChord has recently completed the construction of the new commercial and private vehicle entry gates. The Cross-Base Highway will provide access to these gates. Access will also be provided to Fort Lewis. At the highway intersection with 150th Street SW, a west turn will allow entry to Fort Lewis via the Logistics Center entrance.

Will there be traffic signals on the new highway?

The highway will feature three signal-controlled intersections: 150th Street SW, Woodbrook Road, and Spanaway Loop Extension. These are best served with traffic signals. The Cross-Base Highway will terminate at a signal on SR 7.

What will the speed limits be on the new highway?

From I-5 to Woodbrook Road, the speed limit will be 35 or 40 mph. Between Woodbrook Road and Spanaway Loop Extension, the speed limit will be 50 mph. From Spanaway Loop Extension to SR 7, the speed limit will be 40 mph.